Workshop literature

Electric trucks

RX20-14
RX20-16
RX20-18
RX20-20

CE

6219 6220 6221 6222 6223 6224
6225 6226 6227 6228 6229 6230
6231

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History of changes

Edition 2020/01

- **Version 4**
- Various corrections
- Change to the book structure in accordance with company standard WN10045
- Chapter 02, "Service, operating materials" revised
- Chapter 03, "OBC test specifications" added
- Chapter 24, "Removing / installing the steering axle" revised with regard to safety
- Chapter 31, "Counterweight, ballast weight" revised with regard to safety
- Chapter 65, "Energy supply", "Onboard charger" added
- Chapter 66, "Assistance systems" added. The chapter will be extended on an ongoing basis. More up-to-date information may be available in the newer workshop manuals for the RX60 product series
- Chapter 68, "Parameterising" added. The chapter will be extended on an ongoing basis. More up-to-date information may be available in the newer workshop manuals for the RX60 product series
- Chapter 90, "Other accessories, battery carrier" added

Edition 2019/01

- **Version 3**
- Chapter 02, "Working via DiaMon" revised
- Chapter 60, "Switch-on process for the electrical system" added
- Chapter 60, "Sensor system" completely revised
- Chapter 60, "CPP 3 (seat)" revised
- Chapter 60, "Cooling system" revised
- Chapter 64, "Removing / installing converters" added
- Chapter 69, "Battery male connector" expanded
- Chapter 70, "Hydraulics" expanded
- Chapter 71, "Working hydraulics" expanded
- Chapter 76, "Valves" expanded
- Chapter 81, "Easy View lift mast" added

Edition 2018/05

- **Version 2**
- Chapter 00, "Restrictions and obligations" expanded
- Chapter 01, "Special tools" added
- Chapter 02, "Working via the display-operating unit" revised
- Chapter 03, "Parameterising" added
- Chapter 30, "Chassis, bodywork and fittings", battery door and repairing panes of glass added
- Chapter 50, "Operating devices, brake actuation, electric parking brake and hydraulic actuation" added
- Chapter 60, "Electrics/electronics" expanded
- Chapter 64, "Electronic controls" expanded
- Chapter 69, "Batteries and accessories" expanded
- Chapter 81, "Lift mast" expanded

Edition 2017/10

- **Version 1**
- First edition for the product pilot series
- This workshop manual does not claim to be complete and does not describe the future series production.
- It has been drawn up to the best of our knowledge and understanding.
- It is based, in part, on technical documents that have not yet been released.

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Information about the documentation

This workshop manual contains all the information required to assist a competent person with all work, repairs and maintenance on this truck. For the purposes of clarity and completeness, some components have been deliberately excluded from this workshop manual and described in their own specific documentation. Changes may be made at short notice and at any time, and are communicated via service information documents.

The documentation comprises operating instructions, additional workshop manuals, special documentation and circuit diagrams.

Operating instructions

- Original operating instructions of the truck
- Display-operating unit III
- FleetManager™

Workshop manuals

- FleetManager™
- Batteries, lithium-ion technology

Special documentation

- Error list
- Overview of truck software
- Overview of consumables
- STILL flasher
- FEM 4.004 test log book
- Service information documents

Circuit diagrams

- See Steds-Navigator

Specialist

A qualified person is defined as a service engineer or a person who fulfils the following requirements:

- A completed vocational qualification that demonstrably proves their professional expertise. This proof should consist of a vocational qualification or a similar document.
- Professional experience indicating that the qualified person has gained practical experience of industrial trucks over a proven period during their career During this time, this person has become familiar with a wide range of symptoms that require checks to be carried out, such as based on the results of a hazard assessment or a daily inspection
- Recent professional involvement in the field of the industrial truck test in question and an appropriate further qualification are essential. The qualified person must have experience of carrying out the test in question or of carrying out similar tests. Moreover, this person must be aware of the latest technological developments regarding the industrial truck to be tested and the risk being assessed

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Symbols Used

The signal terms **Danger**, **Warning**, **Caution**, **Note** and **Environmental note** are used in this document as hazard warnings or for unusual information that requires special identification:

⚠ DANGER

means that failure to comply involves risk to life and/or major damage to property can occur.

⚠ WARNING

means that failure to comply involves risk of serious injury and/or major damage to property can occur.

⚠ CAUTION

means that failure to comply involves risk of material damage or destruction.

NOTE

means that particular attention is drawn to the interrelationship between technical factors that may not be evident even to a specialist.

ENVIRONMENT NOTE

The instructions listed here must be strictly observed in order to prevent damage to the environment.

Additional signs and symbols are used to illustrate the hazard warnings. These are printed to the left of the hazard warnings.

Changes and retrofitting

Warnings before making changes to the truck

If the truck is used for work not listed in the guidelines or truck-specific original operating instructions and has to be converted or retrofitted accordingly, you should be aware of the following:

- Any structural modification can affect the handling and stability of the truck, and can result in accidents.
- Without authorisation from STILL, no changes that affect the stability, the load capacity and the safety systems may be carried out.
- Operation of the truck without an overhead guard at a lift height of over 1800 mm is prohibited.
- It is prohibited to install and use restraint systems that are not approved by STILL.
- It is prohibited to drill holes in the overhead guard or to perform welding on it.
- When carrying out welding on other parts of the truck, it is essential that the battery and all connections to the electronic controls are disconnected.
- **Only for electric forklift trucks:** It is prohibited to drill holes in the area of the driver's seat into the battery hood because hydrogen can enter through the bores into the driver's cab.

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CE conformity

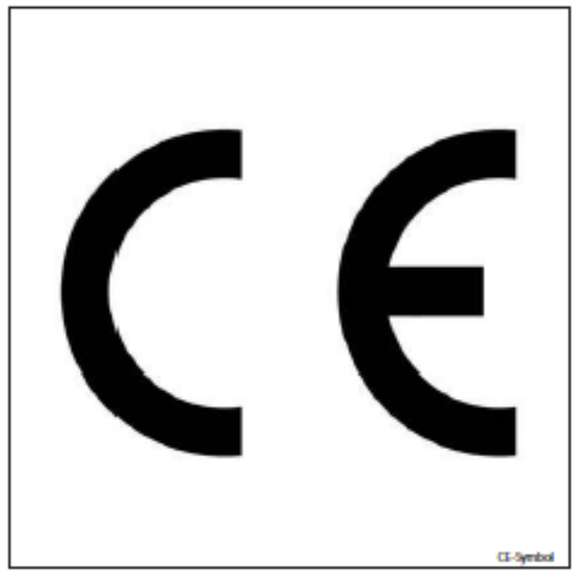
With the CE declaration of conformity, STILL confirms that the truck complies with the standards and regulations valid at the time of marketing. The CE conformity mark is shown on the nameplate and indicates compliance with the above regulations.

A subsequent structural change or addition to the truck can compromise safety, thus invalidating the CE declaration of conformity. In this case, a new CE declaration of conformity is essential for the structural changes. The company that was instructed by the truck operating company to carry out the change is responsible for issuing a new CE declaration of conformity.

The contractor of the operating company must also fulfil the following prerequisites:

- Construction documents, test documents and assembly instructions associated with the change must be archived and remain accessible at all times.
- Check that the capacity rating plate, decal information, hazard warnings and the operating instructions are consistent with regard to the changes and modify if necessary.

The change must be processed by a design office that specialises in the area of industrial trucks. The change must be planned, checked and implemented in accordance with the standards and directives valid at the time.



CE-Symbol

Working with spare parts

Warning regarding non-original parts

Original parts, attachments and accessories are specially designed for this truck. We specifically draw your attention to the fact that parts, attachments and accessories supplied by other companies have not been tested and approved by STILL.

⚠ CAUTION

Installation and/or use of such products may therefore have a negative impact on the design features of the truck and thus impair active and/or passive driving safety.

We recommend that you obtain approval from the manufacturer and, if necessary, from the relevant regulatory authorities before installing such parts. STILL accepts no liability for any damage caused by the use of non-original parts and accessories without approval.

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Working with electronic controls

It is not generally permitted to open controls. STILL's liability and the warranty are no longer applicable once the seal has been damaged.

In exceptional cases, personnel authorised by STILL are allowed to open the controls.

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Foreword

Product overview: RX20 14-20

Truck type		Series	Steering axle	Chassis	Battery tray	Counter-weight	Overhead guard
13		1	2	3	3	11	2
RX20-14C	6219	5636	3-wheel	Short	315 (364)	1	2035 mm 1949 mm
RX20-16C	6220		3-wheel	Short	315 (364)	2	
RX20-16	6221		3-wheel	Standard	365	3	
RX20-16L	6222		3-wheel	Long	366	4	
RX20-18	6223		3-wheel	Standard	365	5	
RX20-18L	6224		3-wheel	Long	366	6	
RX20-20	6225		3-wheel	Long	366	6	
RX20-16P	6226		4-wheel	Standard	365	7	
RX20-16PL	6227		4-wheel	Long	366	8	
RX20-18P	6228		4-wheel	Standard	365	9	
RX20-18PL	6229		4-wheel	Long	366	10	
RX20-20P	6230		4-wheel	Standard	365	9+	
RX20-20PL	6231		4-wheel	Long	366	11	

Special features of the series

- **Chassis, bodywork, interior:**
  Battery types A and B can be used in the same chassis
  Low entry for all chassis
  Driver's workplace with better ergonomics and improved field of vision
  Roof panels adhesively bonded
  All external panelling components are made of metal
- **Drive components:**

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Powerful drive axle AE18-11

Air-cooled converter on the drive axle

- **Steering system:**

  Combined axle LA306 for improved manoeuvrability despite long battery

  Improved Bosch silence+ hydraulic pump for significant noise reduction when steering

- **Brake system**

  Improved electric parking brake (ELF 2)

- **Electrics/electronics, controllers:**

  PDU on the chassis strut, continuous temperature monitoring of the power cable by Mini-SU

  The menu-driven ABE 3 display-operating unit with a wide range of customisable functions is now called STILL Easy Control

  Completely revised additional electrical installations

- **Energy supply:**

  More robust and flexible full battery extension

  On-board charger OBC

  Series-based preparation for lithium-ion batteries Li-Ion ready

- **Lifting system:**

  Improved field of vision thanks to the NeMaS free-view lift mast

  Very compact Easy View telescopic lift mast

  Extensive assistance functions

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Safety information

Parking the truck so it is secured for service work

⚠ DANGER

Risk of fatal injury if the truck rolls away.

- The truck must not be parked on a slope.
- If necessary, use wedges to prevent the truck from rolling away.

⚠ DANGER

There is a risk of fatal injury caused by lowering fork carriages and lift masts!

- Before servicing, fully lower the unladen fork carriage.

⚠ WARNING

Changes in the centre of gravity caused by attachments can lead to additional hazards.

If attachments are fitted, retract the working cylinders.

If necessary remove the attachment before performing service work.

- Apply the parking brake.
- Lower the unladen fork carriage to the ground.
- Tilt the lift mast forwards until the tips of the fork arms rest on the ground.
- If attachments (variant) are fitted, retract the unladen working cylinders; if necessary, remove the attachment.
- Turn the key switch to OFF.
- If necessary, disconnect the battery male connector or the starter battery.

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Working on the electrical system

Working with the converters

⚠ DANGER

Due to the internal energy storage system in converters and control units, there may be dangerously high voltages at the electrical connections in the event of a fault, even after the battery male connector has been disconnected.

Do not touch live contact points such as the positive and negative connections of the power control units!

Before working on electrical power connections, always check the voltage between all contact points and between the contact points and the truck chassis using a suitable measuring device (capable of measuring up to 1000 V/DC).

Discharge the intermediate circuit.

Emergency lowering

If a load that is in a raised position can no longer be lowered due to an error in the valve control, manual emergency lowering is possible. The 4-mm Allen key required for this task is part of the standard truck equipment.

NOTE

See the chapter entitled "Valve block design".

- *The storage place of the Allen key depends on the truck.*
- *The position of the emergency lowering feature depends on the valve block type.*

– Remove the panelling at the valve block

– Use the Allen key to slowly undo the screw for the emergency lowering feature in an anti-clockwise direction until lowering begins

– Do not undo the screw by more than 1.5 turns:

– If lowering still does not begin after doing so, there is a mechanical block. The emergency lowering screw must not be unscrewed any further.

– The screw must be screwed back in after lowering. **Tightening torque: max. 2.5 Nm.**

– If necessary, fit the panelling on the valve block.

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